

ADSC/WSDOT Team Meeting Attendees**August 18, 2005**

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The meeting began at 8:30 AM. The previous meeting minutes were reviewed with no comments.

In attendance: Todd Mooney of WSDOT Geotechnical Branch

Mo began the meeting by presenting some photos of air core barrel equipment that is available. The Drilled Shaft Contractors acknowledged that the equipment is available but stated that it is more suited to drilling in limestone formations. This type of equipment would be prohibitively expensive to be considered for use in this area.

Action Item Update**Salmon Creek Sonic Coring**

Todd Mooney reported that the results of the sonic coring performed at Salmon Creek were disappointing. The sonic coring was unable to get any deeper than 20 feet. Analysis of the samples that were obtained showed no conclusive evidence that there were differences in the fines content. Future sonic coring demos with more suitable equipment may be entertained in the future by WSDOT .

Action Plan:

- No further action needed.

Force Account Payment Simplification

Mo has finalized the letter requesting ADSC to assemble the equipment pricing information. This letter will be sent to ADSC the middle of next week. ADSC will be expected to submit the equipment pricing to Mo in the beginning of November. Alan also request a list of current FA equipment rates used by WSDOT

Action Plan:

- Mo will send equipment pricing request letter to ADSC.
- Mo to look into availability of FA rates used by WSDOT

Allowing for PGA Alternate Side Pocket Design

Bridge and Structures is still considering whether side pockets are structurally acceptable.

Action Plan:

- Mo to follow up with Bridge and Structures to see if a decision has been made.

Tip Grouting Research Grant Application

WSDOT has applied for an IBRAC grant investigation the tip grouting of shafts. Professor Norris from University of Nevada-Reno has research money from Caltrans and is actively working on this project. Preliminarily, Prof. Norris is looking at grouting shaft tips through the existing CSL tubes in conjunction with a couple of CSL tubes near the center of the shaft. WSDOT is looking at involvement in some of the field testing associated with this research. WSDOT understands that product of this research will not violate the patent held by Beck.

Action Plan:

- No action needed.

Yield Plot Standard Form

Mo passed out the standard yield plot form that is currently being used by Agra. This form is an Excel spreadsheet that generates the yield plot based on data input. Mike Hadzariga agreed that it would be acceptable to provide the spreadsheet to the other ADSC members.

Action Plan:

- Mo to provide the yield plot spreadsheet to Alan for distribution to ADSC.

Lean Mix in Cantilevered Soldier Pile Walls

Currently, Bridge and Structures requires structural concrete in cantilever soldier piles but allows non-structural concrete in tie-back piles. It is unclear what is driving this requirement. This item will be placed on the agenda for the next task force meeting.

Action Plan:

- Mo to place this item on the agenda for the next meeting.

Noise Wall/Sign Bridge Shaft Prequalification

Since these items are handled by the Roadway division of the WSDOT Construction Office, this issue needs to be addressed by them. Mo has discussed this with Jim Spaid, the

Roadway Construction Engineer. Jim will present this issue to AGC in an upcoming meeting. Jim was generally in favor of prequalification requirements.

Action Plan:

- Mo to provide update at next task force meeting.

Soldier Pile Length Schedule in Plans

Bridge and Structures has agreed to provide soldier pile schedules on all upcoming projects.

Action Plan:

- No action required.

Allowing for Telescoping of Abutment Shafts

The Bridge and Structures Office has generally agreed that telescoping of abutment shafts is acceptable. The Special Provisions will be modified to allow telescoping at abutments. If there are any special circumstances where we can not allow telescoping, the Special Provision for that project will be modified accordingly.

Action Plan:

- No action needed (Mike has already modified Specification).

Use of Load Cells in PGA's (Standard Specification Section 6-17.3(8))

Load cell verbiage has been incorporated into the soil nail and PGA specifications. Also, the PGA specification has been modified to delete verification testing except in special situations.

Action Plan:

- No action needed.

Addition of Yield Plots to the submittal

Mike Bauer has modified the Specifications to require the Contractor to complete and submit yield plots.

Action Plan:

- No action needed

Changes to the Obstruction Clause

Mike Bauer incorporated the minor changes to the obstruction clause as discussed and agreed to at the previous meeting.

Action Plan:

- No action needed.

New Business

Top of Shaft Removal of Spoiled Concrete

Some ADSC Members have previously noted that they expend a lot of effort cleaning the tops of the shafts. They have questioned the benefit and asked what our standards are for cleanliness of the top of the shaft. It was pointed out that this would make a good workshop topic.

The task force agreed that the Specification should require the top of the shaft to be cleaned prior to CSL testing. This will reduce the instances where poor quality concrete is identified on the top of the shaft. It was also noted that shaft cleanliness is especially important when there is a deep transition zone. This will be an agenda topic for next time.

Action Plan:

- Mike to modify the Special Provision to require top-of-shaft cleaning prior to CSL testing.
- Mo to add agenda topic for next meeting to discuss shaft cleanliness with deep transition zones.

Installation Submittal Requirements/Process

Some ADSC Members are concerned because there is an apparent lack of consistency in the review of submittals. Mo pointed out that the reviewers are simply trying to verify that the information submitted by the Contractor follows what our Specifications require of the submittal. Some amounts of 'inconsistency' are inevitable because different people review each submittal. It was also pointed out that the contractors are experiencing longer review time and more inconsistent rejection of the submittals. Mo mentioned that most submittals do not include the general contractor's portion of submittal dealing with rebar cage assembly drawings and slurry disposal plans.

Both ADSC and WSDOT recognized that it would be beneficial to review the requirements for these submittals. Mo and Alan will set up a subcommittee (Alan, Mo, Don, Jim C., and Jim Sexton) to review our Specification requirements for submittals.

Action Plan:

- Mo and Alan to set up subcommittee addressing submittal items.
- Mo will also take this issue to the AGC alerting the general contractors of this deficiency

Review of Special Provision Section 3.03A

This topic was to discuss payment for any additional temporary casing that may be required. This would be casing beyond the specified tip elevation in the contract. Mike Bauer pointed out that payment and use of this material was already covered under Section 4.01A-3.

Action Plan:

- No action needed.

Need/Requirement for Seal Weld between Permanent Casing and Casing Shoring

Tom brought up a situation he faced on a recent project where a seal weld was required between the permanent casing and casing shoring. Mo pointed out that this requirement was necessary to insure that slurry from inside the shaft didn't enter the surrounding waterway. This was an environmental requirement rather than a drilled shaft requirement.

Action Plan:

- No action needed.

Payment Method for Excavating through Existing Footing

Mo requested input from the ADSC Members on how payment should be made if a drilled shaft needs to be constructed through an existing footing. He asked if coring through an existing footing, identified by the boring logs, could be paid under rock excavation. The general recommendation was that if the footing was unreinforced, payment under rock excavation would be appropriate. However, if the footing was reinforced, payment would be made under Force Account Obstruction Removal.

Action Plan:

- No action needed.

Cost Responsibility for Failed Anchors

Don brought up this topic because he felt it wasn't the Contractor's responsibility if a ground anchor failed. It was pointed out that the bond length shown in the plans is a minimum bond length only. The Contractor has the responsibility to design the anchor (and bond length) for the forces required in the contract.

Before this issue was resolved, it was suggested to defer this topic to the next meeting.

Action Plan:

- Mo to include this on the agenda for the next meeting.

How to Show Presence/Level of Water in the Contract

Mark brought up this topic to address inconsistency in how water levels are shown in the boring logs. In some cases, borings that don't have piezometers show water surface elevations on the borings. This water surface elevation doesn't represent the actual ground water table, but rather the level of the surrounding water or drilling slurry level.

The ADSC Members agreed that accurate water surface elevations would make it easier to bid the drilled shaft projects. One ADSC member inquired about using hollow core augers. Tony Allen hasn't seen hollow core augers used recently, but he will discuss with the drill crews. Mark suggested that a table be added to the Summary of Geotechnical Conditions to show all water table data. Tony didn't see any problem with this, but would take a closer look.

Action Plan:

- Tony to report on this item at the next meeting.

- Mo will ask Regions to allow number of borings recommended by the Geotech Branch

Splitting of New CSL Tube Caps

Mo had received information that the new PVC CSL tube caps were splitting. None of the ADSC Members in the meeting had heard of this, but they agreed to talk with their crews.

Action Plan:

- Alan to report on this item at the next meeting.

Ordering the Geotechnical Report

Some ADSC Members have had difficulty recently when trying to order the Geotechnical Reports. Apparently the Printing Office often doesn't have the Geotechnical Report during bidding. The ADSC asked if it would be possible to obtain the Report electronically. Tony didn't see any problem. He will look at having the Report scanned in and offered in electronic form on a WSDOT website.

Action Plan:

- Mo to report on this at the next meeting.

Future Meeting Date

The following future meeting dates were set up.

- October 6th, 2005
- December 8th, 2005